

*For Office Use Only*  
 Executive Office of Environmental Affairs  
 EOEA No.: 12813  
 MEPA Analyst: WICK ZAVOLAS  
 Phone: 617-626-1030

# ENF Environmental Notification Form

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Elm Street Urban Renewal Plan		
Street: Elm Street/Arnold Street		
Municipality: Westfield	Watershed: Westfield	
Universal Transverse Mercator Coordinates: 26,510 239,230	Latitude: 42° 07' 18" N Longitude: 71° 42' 01"W	
Estimated commencement date: 07/02	Estimated completion date: 09/04	
Approximate cost: \$12,000,000	Status of project design: 30 %complete	
Proponent: City of Westfield		
Street: 59 Court Street		
Municipality: Westfield	State: MA	Zip Code: 01085
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Carole Schlessinger		
Firm/Agency: Wallace Floyd Design Group	Street: 273 Summer Street	
Municipality: Boston	State: MA	Zip Code: 02210
Phone: 617.350.7400	Fax: 617.350.0051	E-mail: cschlessinger@wallacefloyd.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  
 Yes  No

Has this project been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No

Has any project on this site been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:  
 a Single EIR? (see 301 CMR 11.06(8))  Yes  No  
 a Special Review Procedure? (see 301CMR 11.09)  Yes  No  
 a Waiver of mandatory EIR? (see 301 CMR 11.11)  Yes  No  
 a Phase I Waiver? (see 301 CMR 11.11)  Yes  No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): An unknown amount of financial assistance is expected from the Executive Office of Transportation and Construction.

Are you requesting coordinated review with any other federal, state, regional, or local agency?  
 Yes (Specify \_\_\_\_\_)  No

List Local or Federal Permits and Approvals: NPDES

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- |  |                                       |  |
|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water           | <input type="checkbox"/> Wastewater   | <input type="checkbox"/> Transportation                        |
| <input type="checkbox"/> Energy          | <input type="checkbox"/> Air          | <input type="checkbox"/> Solid & Hazardous Waste               |
| <input type="checkbox"/> ACEC            | <input type="checkbox"/> Regulations  | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval  <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: _____ _____ _____ _____ _____
Total site acreage	5.52 Ac			
New acres of land altered		0		
Acres of impervious area	4.98 Ac	0.17 Ac	5.15 Ac	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
<b>STRUCTURES</b>				
Gross square footage	108098	40114	208959	
Number of housing units	27	-15	12	
Maximum height (in feet)	50 +/-	18	68	
<b>TRANSPORTATION</b>				
Vehicle trips per day	2493	-587	1906	
Parking spaces	109	149	258	
<b>WASTEWATER</b>				
Gallons/day (GPD) of water use	14,000	4080	18,080	
GPD water withdrawal				
GPD wastewater generation/ treatment	14,000	4080	18,080	
Length of water/sewer mains (in miles)				

**CONSERVATION LAND:** Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify \_\_\_\_\_)  No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify \_\_\_\_\_)  No

**RARE SPECIES:** Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify \_\_\_\_\_)  No

**HISTORICAL /ARCHAEOLOGICAL RESOURCES:** Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify \_\_\_\_\_)  No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify \_\_\_\_\_)  No

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:** Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify \_\_\_\_\_)  No

**PROJECT DESCRIPTION:** The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

(a) The existing 5.52 acre urban site is bordered on the north by Arnold Street and Thomas Street, on the east by the rear of the existing buildings along the east side of Elm Street, on the south by Church Street and on the west by the western edge of the existing municipal parking lot. It includes the former Newberry's site (now vacant), some City-owned parking areas, the Foxgloves Restaurant and Bowling Center, some retail and office space with upper floor residential along Elm Street, and some retail and residential space along Arnold Street. The site is centrally located in the heart of the downtown shopping district, within a short walking distance of the library, the Town Hall and the Columbia Bike Trail.

The proposed project includes both a new Urban Renewal/Downtown Revitalization Plan for the 5.52 acre site, and proposed development of a Multimodal Transportation Center and mixed-use project on a 2.8 acre disposition parcel within the Urban Renewal Area. Specifically, as set forth in the Elm Street Urban Renewal Plan, the City proposes: (i) direct intervention in the Area through the use of eminent domain for construction of public improvements and to assist private economic development; (ii) completion of public improvements for the development of a Multimodal Transportation Center and related streetscape and roadway improvements; (iii) introduction of land use controls and design guidelines to ensure that development in the ESURP area is consistent with the goals of the ESURP Plan; and (iv) the disposition of one development parcel for private redevelopment. Outside of the disposition parcel, future improvements could include either rehabilitation of existing structures or new development. The Urban Renewal Plan does not increase allowable development density in the project area; allowable uses are restricted to reflect the area's downtown location, with auto-related uses such as service stations prohibited.

The proposed development project on the 2.8 acre disposition parcel encompasses the demolition of five existing buildings. The development, which involves a public/private partnership, will include a new Multimodal Transportation Center serving both PVRTA existing fixed-route service, paratransit service and proposed downtown circulator and private intercity bus carriers, and provide a connection to the proposed

Columbia Greenway Bike Trail one block to the east. Other public uses include a police substation, Massachusetts Registry of Motor Vehicles Registry Express office, a Travel Information Center and a large meeting room (3000 sf) that can be used for public meetings such as PVTAs hearings. The private component of the development includes a 60-room inn with a restaurant/lounge (75-100 seats), fitness center, conference/meeting facilities (4000 sf) and a small amount of ground floor retail space. The project also includes 258 parking spaces (60 surface spaces and 198 spaces in a garage, plus an additional 12 spaces for paratransit vehicles). Proposed landscaping includes replacing any existing trees removed for construction of the proposed project as well as a number of additional trees. The proposed plans call for approximately 0.35 Ac to be landscaping and tree wells.

The multimodal transportation center includes a police substation, waiting areas, bicycle storage areas and other administrative space. Approximately 280' of Arnold Street shall be widened (22'-38') on one side from an existing width of 22' to a proposed average width of 50'. Buses will dock along a widened Arnold Street in berths completely outside of the existing roadway. Additional space is allocated along the widened segment of Arnold Street for drop off, paratransit and shuttle berths. One bus berth and a taxi stand is proposed along Elm Street outside of the existing travelway.

The combined area of the hotel, transportation center and police substation is 66,000 sf on five floors and basement. The building will be served by a three level parking garage adjacent to the building (83,200 sf). The garage shall have the capacity for 198 vehicles. Adjacent surface parking shall raise the total capacity to 258 vehicles.

The interior of 2.8 acre disposition parcel currently consists of paved and gravel parking with an access drive connecting Church Street to Arnold Street bisecting the site. The elevation gently drops (4%) from Elm Street approximately 3.5 feet down into the interior parking areas. The interior parking area is relatively flat with minor relief provided to the existing drainage structures. There are shade trees located along the sidewalks and within the interior parking areas. There is approximately 0.55 Ac. of vegetated area and tree wells.

Utilities found within the site include drainage, underground and overhead electric/telephone/CATV and street lighting. The closed conduit drainage system that runs across the site from Church Street north to Arnold Street carries the Town Brook. There are underground oil storage tanks on the site.

(b) Alternatives include both the No Build Alternative and one alternative location within the downtown Westfield area. There were no sites identified outside of the downtown area that were able to meet the need to provide an improved transit facility conveniently located with respect to major downtown destinations. Because the No Build Alternative does not include an indoor waiting area, it does not meet the goals of improving rider safety, security, comfort and convenience, and does not provide a central location for paratransit service. The alternative downtown site is comprised of the parking areas between buildings on Elm Street north of Arnold Street and buildings on Summer Street. It includes the Maple Leaf Inn, EV-Rite Tools, and the parking lot and ATM access road of the Westfield Bank. Site B was eliminated because it has no access to Elm Street, it has limited street frontage and all buses would need to turn off of Arnold Street onto the site and then loop around to exit; and busways would use up most of the site providing limited opportunity for joint development. Therefore, the Proposed Action is the only alternative which meets all of the objectives of providing improved transit service. In addition, it provides the best opportunity for joint development to complement the transportation center.

(c) None of the alternatives resulted in any negative impacts. Therefore, no mitigation is recommended, although the Proposed Action results in improved transit and an improved pedestrian environment.